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THE BARNACLE

SERVING THE NEW BEDFORD FISHING INDUSTRY & MARITIME INTERESTS

◆◆ VOL. 3 NO. 4 ◆◆
FEBRUARY 20 - MARCH 11 1992

Young TJ, the smallest crew member of the F/V Bountiful II's crew teaches his uncle Sean Mitchell a few pointers about fishing. TJ is the son of Kevin Mitchell, also a member of the Bountiful's crew.

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LETTER FROM THE EDITOR

With only days left to develop some form of a draft groundfish management plan, the folks of the New England Fishery Management Council have done the job. The full council membership must now review the groundfish committee's proposal with a fine tooth comb.

The new plan will be, without a doubt, the most sweeping and dramatic new set of regulations fishermen will ever have to live by. The goal of the program is to reduce fishing effort by 50% of that which is occurring today. That will have a serious affect on the New Bedford fishing community.

Some noteworthy things to watch for. It'll be interesting to view the full council debate on the proposal at its next meeting on February 26 & 27. It'll also be quite an event when the fishery managers bring their proposal to public hearings in the area. (We hope they will consider holding one of the hearings in New Bedford.) Only a few individuals who participated in management process were from New Bedford. What local fishermen believe should be done does not necessarily fall in line with what fishermen from other ports favor. Lastly, the scalloping industry ought to watch the events in the next few weeks very closely. It's no secret that many of the ways that effort in the groundfishery will be reduced may very well be used in the scallop fishery.

The next few weeks will be a critical time for *everyone* in New Bedford to watch closely. Like it or not, major reductions in fishing effort are coming.

Cover Photo: No they are not the Blues Brothers Gone Fishin'....Kevin and Sean Mitchell of the F/V Bountiful II get ready to scrub the deck out on the fishing grounds recently.

Contents

DEPARTMENTS

Ship to Shore Messages	4
Coast Guard Log	12
Scallop Prices	15
Dragger Landings	18
Safety Notes	20
From The Galley	26
Classified	29

FEATURES

Draft groundfish plan may be ready by March 1st deadline 6

Studds pledges to assist local skate dealer's marketing efforts 8

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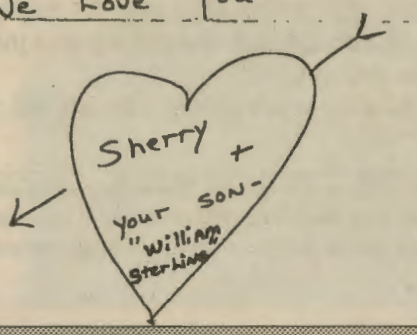

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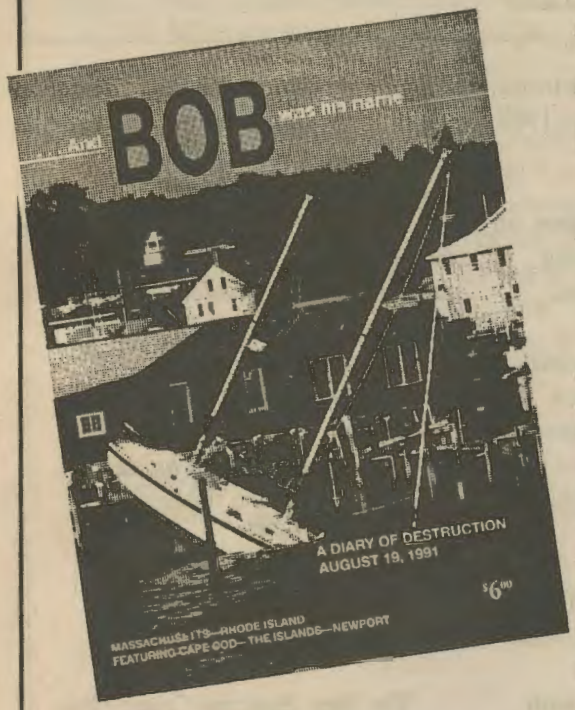

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Deadline For Development Of New Groundfish Plan Just Days Away

Fishery Managers Hope To Meet March First Deadline

It looks as though fishery managers may have a draft public hearing document on how to reduce overfishing ready by March first. That's the date of a court decree which calls the New England Fishery Management Council to develop a preliminary plan on how to reduce fishing effort of cod, haddock and flounders.

"It has certainly put the pressure on us to come up with something in a fairly short order," suggested Phil Haring, Fishery Analyst for the Council. The full council plans to review the document prepared by its groundfish committee on February 26 and 27.

The New Amendment 5 will include a host of measures which promises to change the fabric of the way the fishing industry operates. Under consideration are the following measures;

Days At Sea Reductions for trawls using performance data from 1988-1990.

Adopt a vessel tracking system, an automated way of determining when and if vessels are at sea.

Vessels under 61 gross tons may elect to work with days at sea reductions or elect to fish upon group averages which has yet to be determined by the committee.

Consideration of declaring the entire region of Southern New England a large mesh area with exceptions for small mesh fisheries. It would do away with the present form of the Southern New England Yellowtail Area.

Developing a triggering mechanism of closing the eastern area of the Southern New England Yellowtail grounds which includes the Nantucket Shoals area for a year when abundance of sub-legal yellowtail is high. Bottom trawl surveys will be utilized to make that determination.

Establishing a 2,500 pound landing limit of haddock and to temporarily suspend the closure of Haddock Spawning Area #1 while enlarging Area #2.

Develop a moratorium on new vessels entering the fishery after February 21, 1991.

Likelihood of increasing the minimum mesh size to 6".

The New England Council has been subject to the court decree following a lawsuit filed last summer by the Conservation Law Foundation and the Massachusetts Audubon Society. The suit charged that the Secretary of Commerce and the National Marine Fisheries Service has failed to come up with

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a plan to prevent overfishing.

The decree calls for the development of a draft public hearing document by March first and its final version by September 1, 1992.

The full council membership plans to review the draft document at its meeting February 26 and 27th. The document is expected to draw much debate at that meeting.

If the council approves the measure it is expected to be brought before public hearings throughout the east coast in March or April.

A number of local observers say that it will have a major effect on local draggers and processors. Many in the port object to the 6" minimum mesh requirement and feel that groundfish managers have not bothered to listen to their concerns.

There have been only a handful of local industry folks participating in the process thus far. They include James Costakes, Howard Nickerson, Rodney Avila and Henri Francois.

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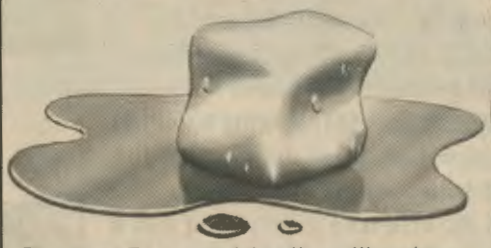

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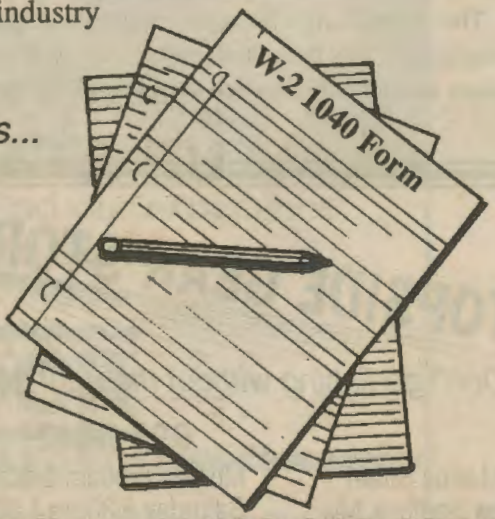

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Congressman Views Skate Processing Plant

Congressman Gerry Studds came away from New Bedford recently with the view that the fishing industry does have a prosperous future. It was following a tour he took of the New Bedford seafood processing plant, Fish Islands Seafoods recently.

"I think the visit here is very clear that it seems to be the future direction of the industry," said Studds following his one-hour tour of the skate wing processing plant lead by owner Mike King. The Congressman viewed how skate wings are processed and shipped to other parts of the world and had the chance to talk with King about his concerns.

The tour was encouraged by King who had hoped to convince Studds of the need to provide government funding to market less used species of fish to American consumers.

"My primary message is that I am very encouraged by his (Studds) efforts to develop responsible management for the stocks that we have. I am also very encouraged by the fact that he has come to understand that developing markets for underutilized species is definitely a priority in view of the decline of the traditional species, and hopefully with his help legislatively we might be able to get new directions and make monies available to the industry to market these products," said King.

The skates King's plant processes are shipped to European markets both fresh and frozen. A fresh product arrives in France for instance in 36 hours. King hopes to dedicate a substantial amount of his production to handle an American appetite in the years to come. "We just want to get more people to try it," King told Studds following the tour.

Following a meeting in King's office, Studds suggested that he is planning to "rattle some cages in Washington" to encourage the use of Kennedy/Saltenstall Funds for the marketing programs of less used species. King showed Studds a list of programs that have received S/K funds in the past and expressed his disappointment that some programs to promote underutilized species have been turned down by the National Marine Fisheries Service. The NMFS oversees and selects the programs which request funds.

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"I assume that most of what has been funded is perfectly valid research and helpful in its own way," said Studds who was referring to the why some programs had been funded by the S/K program. "You have limited resources and you have to make decisions. But I can't imagine one much higher than what I have seen today."

Studds suggested that his office is in the process of refining his groundfish restoration legislation in response to what it has learned in the past year from fishermen and processors. "It is clear that one of the most important pieces, if the not the most important piece of that bill, has got to be targeted at development of underutilized species in the marketplace. I hope before the year ends, we will have it in law."

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New Bedford Fish Processor Seeks Landing Of Unique Skate

The following is description of two types of skate wings which Fish Island Seafoods of New Bedford is looking to purchase from fishermen. A foreign buyer is interested in purchasing a large quantity of these types of skates. If you have caught or know about these products and are interested in learning more call Mike King at 992-2969:

Brier skate (Raja eglanteria)

Description. In the brier skate, as in the thorny skate, the midline of the back and tail is armed with a continuous row of stout thorns from the shoulders to the first dorsal fin near the tip of the tail, usually with 1 or 2 in the gap between the 2 dorsal fins. But the thorns of this row are not much larger than those along the sides of the tail (they are in the thorny skate), and they are least 16 thorns in the midrow along the tail (not more than 9 to 10 in the thorny skate). There also are groups of large thorns opposite and behind the eyes, with 1 to 5 on each shoulder and 1 to 4 rows along either side of the tail. Elsewhere the upper surface of the disc bears only small sharp prickles (hence its name), most numerous on the forward parts of the pectorals, over head and snout, and along the middle of the back and tail among the larger thorns. Thus it is a much smoother species than the thorny skate, and its snout is more acute, its outline being about a right angle with the margins bulging less opposite the eyes than in any of the blunter-nosed skates. The outer corners of the pectorals are distinctly angular, and the dorsal fins are separated by a short gap.

COLOR- Brownish to grayish above; the pectorals variously marked with darker spots and blotches and with more elongate bars; this last is a characteristic feature; there is a translucent space on each side of the snout; it is white below. It is most readily recognized by its color pattern, with short dark bars as well as spots, which is not shared by any other Gulf of Maine skate.

SIZE.- The brier skate ordinarily grows to a length of about 2-1/2 feet. The largest on record was about 37 inches long.

GENERAL RANGE. - Off the eastern coast of the United States from Massachusetts Bay to both coasts of Florida.

OCCURRENCE IN THE GULF OF MAINE.—This is a southern species, uncommon even as far north as Woods Hole and decidedly rare in the Gulf of Maine. It has been recorded once from Gloucester, its most northerly outpost, and also from Provincetown. Two specimens were taken on Nantucket Shoals near Round Shoal buoy by the Halcyon, one in July, the other in September, in 1924.

Thorny skate (Raja radiata)

DESCRIPTION.—The thorny skate can be identified at a glance among skates of the Gulf of Maine by the fact that the row of thorns with which the midline of back and tail is armed are not only large and conspicuous, but do not number more than 19 at most from the nape back along the tail. There are also 2 or 3 large thorns on each shoulder; and one in front of each eye and one behind it; one close to the inner end of each spiracle; and other smaller thorns scattered on snout,pectoral fins, and tail. The bases of the thorns on the pectorals are star-shaped, a very distinctive character; those of the still larger thorns along the midline of the back are oval. Adult males have 2 rows of hooked, erectile thorns near the outer corners of the pectorals.

The anterior angle of the disc is considerably more obtuse than a right angle (110-140°), and the tip of the snout is blunt with the margins bulging somewhat a little in front of the level of the eyes; the outer

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corners of the pectorals are less broadly rounded than in either the little skate or the big skate; and the two dorsal fins may either be joined at the base or be separated by a short space. There are 36 to 46 series of teeth in each jaw, those of females and of young males with low cusps that are worn nearly smooth along the older rows; those of mature males a little sharper and spaced a little more widely.

COLOR.- Brown above, either uniform or slightly clouded, or spotted with darker, small specimens more conspicuously so than larger. Sometimes there is a white spot beside each eye, one on either side abreast of the nape, and another on each side on the rear part of the disc. The lower side is white, sometimes with irregular sooty or brownish blotches.

SIZE.- The thorny skate is about 4 inches (100 mm.) long from snout to first dorsal fin at hatching. The largest specimens so far recorded from American waters have been about 40 inches for the Nova Scotia Banks, 35-1/2 inches for Georges Bank, and about 31 inches for Massachusetts Bay. But some males may mature when only 21 to 22 inches long. One 32 inches long is about 23 inches wide.

HABITS.- The thorny skate is a cool water fish, at home in temperatures from about 50 degrees or so down nearly to the freezing point of salt water. It is also restricted in general to depths greater than about 10 fathoms, even in the northernmost part of its range. In the Gulf of St. Lawrence it lives indifferently on the ice cold banks and in the warmer water on the bottom of the deep Laurentian Channel. Average catches of 1 per haul at 28 to 35 fathoms, 22 per haul at 36 to 49 fathoms, and 5 per haul at 50 to 75 fathoms, in 42 trawl hauls, by the Eugene II fishing from Nantucket Lightship, the central part of Georges Bank, June 1951, suggest a rather definite preference for the intermediate depth zone, perhaps because of the food supply. But thorny skates have been taken at many stations, also, down to 336 fathoms off the American coast.

The stomachs of thorny skates caught on Georges Bank contained shrimps, spider crabs, anemones, hydroids, and fish digested past identification.

GENERAL RANGE.- The thorny skate is known on both sides of the northern Atlantic. In the east and south coasts of Newfoundland, Grand Banks, Gulf of St. Lawrence and outer coast of Nova Scotia with the off-lying fishing grounds, to Gulf of Maine, and thence westward and southward along the edge of the continental shelf offing of New York; and as a stray to the offing of Charleston, S. C.

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Coast Guard Reports

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January 20, 1992/ 6:45 PM

The Coast Guard Operation Center received a 121.5 EPIRB alert coming from the vicinity of 40 miles east of Cape Cod. An aircraft was launched to determine the source of the signal. Upon an extensive search by aircraft and Coast Guard ships, no signs of debris or distress were located. During the second day the serial number of the EPIRB was tracked through a supply house which sold the EPIRB to the F/V Osprey. The vessel departed Sunday for a fishing trip from Jamestown, RI through the Cape Cod Canel to unknown fishing grounds. An urgent marine broadcast was issued. A Coast Guard Aircraft later located the F/V Osprey under way fishing. The master told the Coast Guard that the EPIRB was removed from the vessel three weeks ago when a new 406 EPIRB was installed. A boarding was conducted of the ship and the lost EPIRB was returned. A notice of violation for a false EPIRB signal was issued.

January 24, 1992/ 12:40 PM

Coast Guard Group Boston received a call from the first mate on board the M/V Petrobulk Sterling, a 560' Norwegian oil tanker carrying 1.5 million gallons of oil, at anchor in outer Boston Harbor. The first mate reported that the ship's master was having a seizure, experiencing convulsions and foaming at the mouth. A boat was dispatched to assist. When an EMT got on board the seizure was over and the master appeared to be fine. The master claims no history of epilepsy and refused further medical attention. An inspection team was dispatched to the vessel to conduct a predocking inspection. The master continued to insist he needed no medical attention and refused to be taken ashore to be seen by a doctor. The vessel intended to remain at anchor overnight then transit to a Braintree terminal to offload the next day. Captain of the Port of Boston issued a port order directing the master to seek medical attention prior to its transit. The vessel's agent made arrangements for a launch to transport the master to shore and to a local hospital for tests. It would be several days before the test results are processed and the cause of the seizure known. The Captain of the port will determine if the master is capable of conducting the transit on January 25th.

January 25, 1992/ 9:59 AM

The F/V Valkyre a 99' vessel with five people on board became disabled 130 miles east of Chatham. The vessel reported that it had a net caught in the screw. A marine assistance broadcast was issued with no results. A cutter was sent to assist and was to arrive the next day at 6:30 AM to take the vessel in tow. The tow was conducted to the point of Nantucket where commercial divers were to remove the net.

January 28, 1992/ 12:59 PM

The F/V Mary Jane, an 86' scalloper from New Bedford, called for medical assistance from 45 miles south east from Nantucket. The vessel reported that a 22 year old crew man was injured approximately 3:00 AM the day before when he was hit in the face with the chain. The patient's condition was worsening, with a laceration over his right eye swelling, severe headache and head pressure, blurry vision and unequal pupils. A cutter arrived at the scene and examined the patient. A medevac by air was

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recommended. The patient was flown to Hyannis Hospital.

January 28, 1992/ 8:15 PM

Coast Guard in Southwest Harbor, ME and a private radio operator copied a call on channel 16 from an unknown caller reporting (hysterically) that he had an injured crew man on board who slipped in the galley and broke his neck. Caller reported that he was in tow by the vessel Northern Lights and needed help. The Coast Guard was unable to establish communications with the vessel, but the private radio operator did. The caller did not give a name or location, and the radio contact was lost. A search was launched to locate two vessels towing. Prior to the launch the Maine Marine Police called the Coast Guard to indicate that they had just terminated a tow of the F/V James Bay in Stonington Harbor using their patrol boat the Northern Lights. The Maine Marine Patrol had responded to a report of a fishing vessel operating erratically off the coast. The patrol boat Northern Lights investigated and found the 42' F/V James Bay being operated by three obviously intoxicated crew men. The vessel was taken in tow, and during the tow a crew man onboard the F/V made the distress call. The Northern Lights heard the call stopped and sent an officer on board to determine the problem. The officer determined that a crew man had twisted his ankle and then continued the tow. The patrol vessel never heard the Coast Guard's urgent marine broadcast because, "in the confusion" they secured their VHF radio. No intoxication tests were performed because the marine officers, "lost continuity" that is, they did not have the offenders in sight for the duration of the case. The case will be investigated to determine the possibility of pursuing it as a hoax.

January 29, 1992/ 9:54 PM

The F/V Luke and Matthew reported 76 miles south of Martha's Vineyard that a 31 year old crew man had fallen on a ladder into a fish hold and had sustained a back injury with a bump on his head. It was recommended that the crew man be medevaced by boat. The medevac was preformed by station Menemsha and the patient was transferred to New Bedford for further transfer to a local hospital.

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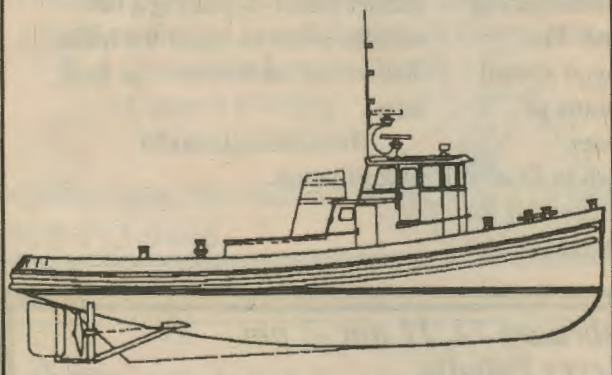

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Scalloper HUNTER Sinks Off Nantucket Crew Rescued

The 105 foot, wooden eastern-rigged scalloper Hunter from New Bedford sank 120 miles off Nantucket last week. The vessel apparently sprung a leak in its bow section early Monday morning and attempts to pump her were unsuccessful.

Engineer Paul Redanz said he was awaken by the crew to help assist the captain at 3 am after the cook at spotted water in the vessel. When it became apparent that the vessel's pumps could not keep up with the flooding the vessel summoned Coast Guard assistance.

A helicopter from Otis Air Force Base lowered four pumps to the vessel. Two of the four pumps were operable but could not keep up with the flooding. The nine men of the crew were airlifted at 10:30am while the skipper stayed aboard to continue the pumping operations.

According to Redanz, the ship was about seven days out on the fishing grounds and been jogging along due to heavy weather the day before. The seas were reported to be 5 to 10 feet with 20-25 knot breezes.

"I think the Coast Guard from Otis did a damn good job of rescuing the nine crewmembers of the vessel," said Redanz. The skipper, Phil Plant, stayed aboard for two and one-half hours to attempt to save his vessel.

The crew was flown to Otis while the captain was taken off the Hunter to the F/V Courageous and to the F/V Rainbow for transportation to the Cape.

A Coast Guard team had boarded the vessel just before the skipper he indicated he was about to abandon the ship. The team was unsuccessful in making a last minute effort to repair the leak. The vessel sank about one hour later.

The sinking is under investigation.

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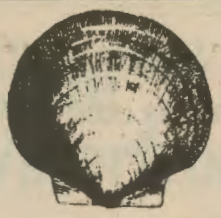
SCALLOP LANDINGS



Monday, February 3, 1992	*No Scallopers At Auction*		
Tuesday, February 4, 1992	*No Scallopers At Auction*		
Wednesday, February 5, 1992	*No Scallopers At Auction*		
Thursday, February 6, 1992	*Lady Cheryl*	6,700 lbs	$5.25 Channel
Friday, February 7, 1992	*No Scallopers At Auction*		
Monday, February 10, 1992	*No Scallopers At Auction*		
Tuesday, February 11, 1992	*No Scallopers At Auction*		
Wednesday, February 12, 1992	*No Scallopers At Auction*		
Thursday, February 13, 1992	*No Scallopers At Auction*		
Friday, February 14, 1992	*No Scallopers At Auction*		

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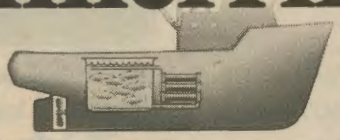

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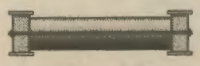

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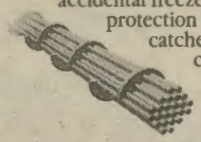

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A Scallop Trip Aboard The F/V Bountiful II

Photos courtesy of Sean Mitchell

TOP PHOTO: Donny Levesque and Sean Mitchell prepare to hook up the scallop dredge, BOTTOM PHOTO: Scott Martin spends a lonely moment shucking scallops in the shucking house.

Attention All New Bedford Fishermen and Retirees!!

The Barnacle would like to print your offshore photos on these pages.

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DRAGGER LANDINGS

Isabel S 19,400/ Vila De Ilhavo 19,500/ Costa de Gale 14,400/ Fisherman 12,200/ Imigrante 17,500/ Lady Laura 10,000/ Sea Escape 10,350/ Helen Marie 15,300/ Sao Jacinto 11,800/ Ria De Aveiro 20,900

TOTAL 151,350 lbs

Feb. 3, 1992
Monday

16,500 lbs	Haddock large 1.00-1.50/ Scrod 1.00-1.30
60,000 lbs	Cod Whole .90-1.10/Large , Markets & Scrods .90-1.50
1,600 lbs	Blackbacks Small BB 1.00/ PW .80
4,600 lbs	Georges Flounder Large 2.00/ Small 1.85-2.00 / PW 1.25
5,000 lbs	Dab .80-1.20/ Small .60-1.10/ PW .40-1.00
20,000 lbs	SandDabs .40-1.00
39,000 lbs	Yellowtail 100-120 count 1.20-1.65/ 160-180 count .80-1.10

Sunshine 19,600/ Lucimar 17,350/ Dinah Jane 11,200

TOTAL 48,150 lbs

Feb. 4, 1992
Tuesday

9,200 lbs	Haddock 1.20/ Scrod 1.10-1.20
11,500 lbs	Cod Whole & Large .90-.95/ Markets .90/ Scrod .90-1.00
600 lbs	Shoal Flounder small BB 1.60/ PW 1.35
250 lbs	Georges Lemonsole Large BB & Small BB 2.00
2,600 lbs	Dabs Large 1.30-1.35/ Small .90-1.30/ PW .60-1.00
12,700 lbs	Sand Dabs .80-1.00
11,900 lbs	Yellowtail 100-120 count 1.50-1.75/ 160-180 count 1.20-1.30

Mischief 16,000/ Buenes Aires 7,300/ Va Sands 24,400/ Sea Siren 23,000/ Marlu 10,700/ Alem Mar 13,600/ Pria de Torreira 12,500/ Seel 16,000

TOTAL 123,500 lbs

Feb. 5, 1992
Wednesday

21,000 lbs	Haddock 1.00-1.40/ Scrod.80-1.30
58,000 lbs	Cod Whole 1.00-1.25/ Large .89-1.30/ Markets .90-1.30/ Scrod 1.00-1.30
800 lbs	Shoal Flounder small BB 1.60/ PW 1.35
5,000 lbs	Georges Lemonsole Large BB 2.00/ Small BB 1.75-2.00/ PW 1.20
9,000 lbs	Dabs Large 1.00-1.50/ Small .80-1.35/ PW .60-1.10
700 lbs	Greysole 2.00/ Small 1.60/ PW .80
400 lbs	Pollock 1.00
16,000 lbs	Sand Dabs .60-.90
24,000 lbs	Yellowtail 100-120 count 1.40-1.75/ 120-140 count 1.40/160-180 count 1.15-1.30

Atlantic Star 19,900/ Jenny Christine 22,000/ Cowboy 14,000/ Chain 12,400/ Atlantis 9,200

TOTAL 77,500 lbs

Feb. 6, 1992
Thursday

5,600 lbs	Haddock 1.00-1.25/ Scrod 1.00-1.15
24,300 lbs	Cod Whole .90/ Large , Markets & Scrods .80-1.40
2,700 lbs	Georges Flounder & Large BB 2.00/Small 1.75 / PW 1.00
4,900 lbs	Dabs 1.00-1.40/ Small & PW 1 00-1.25
100 lbs	Pollock .50
18,600 lbs	SandDabs .80
24,300 lbs	Yellowtail 100-120 count 1.55-1.80/ 160-180 count 1.20

Alentejo 6,000/ Santa Queen 11,000/ Niagara Falls 14,800/ Portugal 10,000

TOTAL 41,800 lbs

Feb. 7, 1992
Friday

11,000 lbs	Cod Whole 1.10/ Large 1.10-1.30/ Markets & Scrod 1.30-1.50
400 lbs	Georges Lemonsole Large BB , Small BB & PW 2.00
700 lbs	Blackbacks Large BB 2.00/ Small BB 1.80/ PW 1.40-1.60
3,700 lbs	Pollock .50
18,800 lbs	Sand Dabs .70-1.00
7,000 lbs	Yellowtail 100-120 count 1.50-1.59 / 160-180 count 1.50-1.53

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Mayflower 11,650/ Lucisaura 8,000 TOTAL 19,650 lbs

Feb. 10, 1992 Monday

300 lbs	Haddock Large 1.25 / Scrod 1.00
5,000 lbs	Cod Large 1.10/ Markets 1.10-1.50/ Scrod 1.10-1.50
300 lbs	Blackbacks Small BB .80
150 lbs	Georges Flounder Small BB 2.00
10,000 lbs	Sand Dabs .60-.75
3,400 lbs	Yellowtail 100-120 count 1.20-1.75 / 160-180 count 1.25

Shelagh K 21,000 TOTAL 21,000 lbs

Feb. 11, 1992 Tuesday

19,500 lbs	Cod Large 1.21/ Market & Scrod 1.42
1,500 lbs	Georges Flounder Large BB & Small BB 2.65

Valkyrie 16,400 TOTAL 16,400 lbs

Feb. 12, 1992 Wednesday

13,300 lbs	Cod all 1.55
3,100 lbs	Georges Flounder all 2.80

Caravelle 17,600/ Iberia II 15,200/ Senhora Viagem 22,000

TOTAL 54,800 lbs

Feb. 13, 1992 Thursday

4,500 lbs	Haddock Large & Scrod 2.70
33,900 lbs	Cod Whale 1.60/ Large 1.60-2.00/ Market & Scrod 1.70-2.00
5,100 lbs	Georges Flounder Large BB 3.00-3.40 / Small BB 3.00-3.25 / PW 3.20
1,500 lbs	Dabs all 2.00
3,700 lbs	Sand Dabs 1.30-1.50
6,100 lbs	Yellowtail 100-120 count 2.25 / 160-180 count 2.00

Galaxy 11,200/ Sea Siren 12,700/ Ilhavco Corvo 17,900/ Isabel S 17,500/ Helen Marie 19,000/ Ria De Aveiro 13,600/ Costa de Gale 6,300/ Lucimar 13,800/ Exact 9,800

TOTAL 121,800

Feb. 14, 1992 Friday

675 lbs	Haddock 2.50
61,400 lbs	Cod Whale 1.00-1.20/ Large 1.00-1.50/ Markets & Scrod 1.50-1.60
5,300 lbs	Georges Lemonsole 1.80-2.00/ Large BB 1.50-2.00/ Small BB 1.00-2.00/ PW .80-1.00
2,300 lbs	Blackbacks Small BB 1.25-2.00/ PW 1.00-1.25
2,600 lbs	Dabs Large 1.00-1.80/ Small 1.00-1.60/ PW .80-1.40
500 lbs	Fluke 1.25-1.50
500 lbs	Sand Dabs 1.25-1.50
30,300 lbs	Yellowtail 100-120 count 1.30-1.70/ 120-140 count 1.60 / 160-180 count 1.55-1.60

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to make the ship attractive. Therese Kelly of WHALE suggested that the ship along with the ERNESTINA could play a major role in a proposed National Park that is currently under study within the city's waterfront area. Arthur Bennett informed the group that an interpretive walking trail will be running this summer along the historic district and to the waterfront and he feels the Lightship could become the waterfront platform from which tourists view the working waterfront.

The next meeting for the ship will take place on the Lightship within the next few weeks. The Lightship's bottom and topsides have been recently repainted and repaired.

Manley says he hopes to have the ship in good condition as a showpiece for the August Seafood Festival and Blessing of the Fleet days. There may also be an opportunity for the Nantucket Lightship to pay a visit as a fundraiser for her New Bedford counterpart.

There has been interest from groups out of this area to purchase the vessel, but a public outcry convinced city officials that an effort should be made to keep her in port.

Jones informed the group about what other communities are doing with similar lightships. A Lake Huron group of senior citizens actively operate a museum in the summer months for their ship. The Nantucket Lightship, which still operates under its own power sails into ports along the Northeast.

The New Bedford Lightship was built in 1930 in Oregon and was the first U.S. lightship to make the west to east passage through the Panama Canal. It was used in service as a lightship from 1930-1971 until it was decommissioned in 1971 by the Coast Guard. The vessel was loaned to the city in 1975 and was acquired by the city in 1983.

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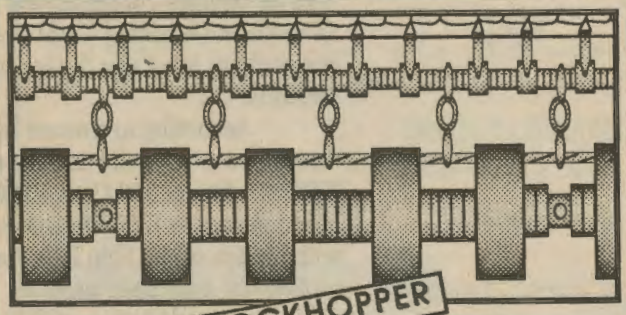

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Coast Guard and Litton Issue Alert For Koden 406 EPIRBs

New Pamphlet Available From The Coast Guard

A Contribution of ERE Associates Ltd. No. 12

by Richard C. Hiscock

Recently the Coast Guard has been plagued with false EPIRB alerts, and reports of EPIRB failing in the test mode, and is issuing a bulletin to First District units concerning the problem. In one instance, four out of four EPIRBS checked did not respond in the test ride, In each case it appeared that the EPIRB case had become partially filled with water. In addition the Coast Guard has received complaints at industry seminars regarding unreliable EPIRBS returned for repair or replacement.

Coast Guard voluntary dockside examiners and boarding officers noted the failure most frequently with the KODEN, 406 MHz CATEGORY 1, EPIRB. Problems include failure of watertight seals as well as false transmissions. The Fishing Vessel Safety Coordinator notified LITTON Special Devices - manufacturer of KODEN EPIRBS and is asking Coast Guard personnel to bring any discrepancies to his attention.

According to a recent notice, distributed to KODEN dealers, a number of KODEN, Model 948 Cat 1, EPIRBs have been returned to LITTON Special Devices with broken strobe light lens seals. The broken seal can cause water or condensation to build-up within the EPIRB assembly causing false activation or an erratic self- test sequence.

According to LITTON the problem could be caused by mishandling, unauthorized maintenance or repair, or failure to follow installation and use instructions. But, LITTON, also suspects incomplete curing of the adhesive used to secure the strobe lens cap to the EPIRB upper body assembly in at least one manufacturing lot.

LITTON states that the majority of the EPIRBS affected were manufactured in May, June and July of 1991, and has provided the dealars with a list of the serial numbers of the potentially affected devices (See at end of article). LITTON has begun additional testing and inspection of the lens cap seals on all units manufactured after July 1991.

LITTON is recommending that owners of EPIRBS manufactured prior to August 1991 to do the following:

- *Look for signs of condensation in the lens cap*
- *Turn the EPIRB upside down and look for water in the lens cap*
- *Check the lens cap for signs of looseness*
- *Perform an EPIRB self-test (see below or refer to page 18 of the operations manual.*

JON BRYAN

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JOHN MEDEIROS
Owner

The self-test procedure for the KODEN, Model 948, CAT I, 406 EPIRB is as follows:

• *Rotate the yellow ring to the test position*

• *The beacon light should go on within four seconds*

NOTE: Ship's structure may cause failure to self-test in mount due to radiation interference. If the unit fails to test, repeat after removing from the mount.

If the EPIRB shows signs of water intrusion, or if it fails the self-test, remove the unit from the vessel (following the procedure: in the operators handbook, being sure to turn the yellow ring to the off position before removing), and return it to the nearest KODEN dealer. The dealer will return the beacon to LITTON special devices for replacement or repair. Only the beacon should be returned to the dealer. DO NOT remove and return the mount.

If you have any questions please contact LITTON Special Devices customer support at 1-800-328-0948. If your vessel is equipped with a EPIRB please test it regularly. If it is equipped with a KODEN EPIRB test it immediately. It is vitally important that lifesaving equipment be routinely checked for proper operation. As noted previously, it is the responsibility of the Captain of the vessel to test the EPIRB once a month.

The Coast Guard recently published a concise pamphlet entitled Federal Requirements for Commercial Fishing industry vessels outlining the new fishing vessel safety regulations in considerable detail. This pamphlet should prove very useful to fishing vessel owners and operators. But, ask the Fishing Vessel Safety Coordinator for copies of the supporting documents in order to understand the pamphlet completely.

If you would like a copy of the pamphlet, the supporting douuments, - copy of the new safety regulations, or if you have specific questions about how to comply with the regulation: please contact: Mr. Ted Harrington or LCDR Paul Von Protz, First Coast Guard District Fishing Vessel Safety Coordinators, at 617-223-8444, or CWO Jim Price at Marine Safety Office (MSO) Providence, 401-528-5335.

If you would like the Coast Guard to conduct a courtesy examination of

Mass. Maritime Academy
April 1991 Fisheries Program Schedule

March. 1	304B	CPR Basic
March. 1	507A	Wire Splicing & Seamanship
March. 7	001A	SPORTFISHING SEMINAR
March. 8	305B	First Aid
March. 8	401B	Outboard Engines
March. 14	302A	Weather Map Reading
March. 14	209A	Use of Sextant in Coastal Nav.
March. 14	501A	Net Mending
March. 21-22	402A	Diesel Engines
March. 21	510A	Coastal Small Boat Fishing
March. 21	205A	Watchkeeping for the Mariner
March. 21-22	404B	Basic Welding
March. 22	306B	CPR Recertification
March. 22	211A	Installing Electronics on Small Boats
March. 28	406A	Mar. Electrical Sys Troubleshooting
March. 28	509A	Working with Canvas
March. 28	201D	Basic Chart Navigation
March. 29	202D	Loran C & Navigation
March. 29	206A	Offshore Survival

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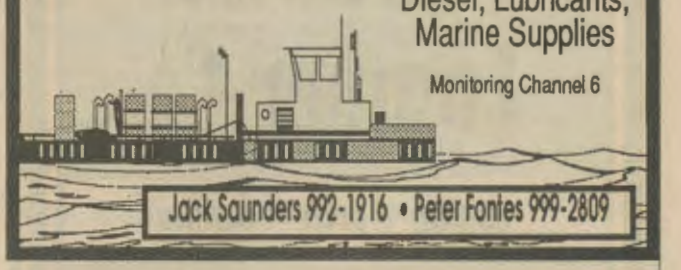

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•

Richard C. Hiscock is founder and president of ERE Associates Ltd., in North Chatham, Massachusetts, a firm dedicated to marine and fishing vessel safety. He is a member of the Society of Naval Architects and Marine Engineers, and serves on the Coast Guard's National Commercial Fishing Industry Vessel Advisory Committee. Telephone 508-945-2182.

ALERT
KODEN EPRIBS

SERIAL NUMBERS FOR KODEN MODEL 948 EPIRBS

(See white bar code label on EPIRB for serial number and production run)

SERIAL # FOR PRODUCTION RUN 1

1204	2974	2579	3408
1271	3012	2656	3426
1641	3046	2658	3436
1682	3159	2791	3439
1820	3201	2895	3441
2073	3284	2954	3466
2084	3316	2960	3476
2250	3382	2972	
2384	3392	3490 through 4095	
2387	3401		

SERIAL # FOR PRODUCTION RUN 2

1 THROUGH 125	675 THROUGH 730
145 THROUGH 240	795 THROUGH 816
340 THROUGH 385	855 THROUGH 886
580 THROUGH 635	

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The Barnacle Magazine Is In Search Of
The Fishing Vessel of the Month

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Each crew member of the fishing vessel will get a

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Winners will be chosen by the following criteria:

1. Letters which may explain a crewmember's or skipper's service to the community, or helping a friend in need.
2. A crew's assistance of a fellow mariner at sea.
3. A crewmember or skipper's interest in furthering the betterment and promotion of the New Bedford Fishing Industry, its product and people.

Anyone is welcome to submit letters, inform a Barnacle staff member in person or invited to call 999-4255 to explain why a New Bedford/ Fairhaven fisherman friend or relative is deserving of this special BARNACLE Recognition!.

SO COME ALONG AND LET'S GIVE A SALUTE TO INDUSTRY FOLKS!

Submit letters to: The Barnacle, P O Box 71, Fairhaven, MA 02719.
Include your telephone number and return address.

FROM THE GALLEY

Recipes Featuring
The Best From The Sea
Landed By New Bedford Fishermen

YOU'RE INVITED!
Seafood Recipe Contest
Sponsored by
Cuttyhunk Coldwater Seafood
of Mattapoisett

Congratulations to Julie Mitchell of Fairhaven for submitting this great recipe

Poached Monkfish with Lemon Thyme Sauce

RECIPE

3/4 lb Monkfish fillets, cut into 2 inch pieces
1 clove garlic
5 lemon slices
1/4 cup Lemon Thyme Sauce
Dill sprigs (garnish)

Place monkfish in a medium-size skillet that is filled 1.2 inch full with boiling water. Add the garlic clove and lemon slices. Cover and gently poach the fish over low heat until cooked through, about 10 minutes. Drain the water from the monkfish and place under a broiler until the top is lightly browned. Serve with sauce and garnish with dill, if desired.

Lemon Thyme Sauce

1/2 cup low-fat cottage cheese
whipped in a blender
2 tablespoon prepared horseradish
1 teaspoon minced fresh parsley

Combine all ingredients in a small bowl (variation: add 2 tablespoons more skim milk and serve as a salad dressing

DO YOU HAVE A FAVORITE SEAFOOD RECIPE MADE WITH SEA SCALLOPS OR FISH?

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Citizen Volunteers Needed To Monitor Buzzards Bay Water Quality

The Coalition for Buzzards Bay invites citizens to become part of its new Bay-wide water quality monitoring program. With funding from the Buzzards Bay Project through the Massachusetts of Coastal Zone Management Office, the Coalition is seeking 140 citizens to monitor 28 major embayments around the Bay, record river and stream gauge heights, measure stormwater flows, and participate in special `sampling and clean-up events.

Coordinator of- this project is a new member of the Coalition's staff, Eileen Gunn. A geologist by training, Ms. Grunn has experience in water quality issues through her work as an environmental analyst with Connecticuts' Department of Environmental Protection and as a staff geologist with IEP, a local environmental consulting firm.

Ms. Gunn points out that analyzing the Bay's water quality will help to pinpoint sources of pollution which is the first step in our efforts to restore the health and productivity of Buzzards Bay. She cites point and non-point pollution sources such as sewage outfalls, industrial wastes, overland and stormwater runoff, septic systems, fertilizer and pesticide use, agricultural runoff, animal and boat wastes as factors in shellfish bed closures and degradation of water around the Bay. Currently, over 13,000 acres of shellfish beds are closed in Buzzards Bay, causing severe losses to the local economy.

The Coalition is working with- the Buzzards Bay Project, which is charged with the responsibility of protecting and restoring water quality and living resources in the Bay, in setting up this vitally needed program to collect water quality data. This information will be used to establish baseline water quality, identify pollution sources, evaluate environmental trends and the success of pollution clean-up activities. Dr. Brian Howes of the Woods Hole Oceanographic Institution has been contracted by the Buzzards Bay Project to assist in training the citizen volunteers and to provide other technical support.

Each citizen volunteer will be equipped with a water quality sampling kit and trained in the use of the equipment as well as the significance of the parameters being monitored. The parameters include dissolved oxygen, temperature, salinity, specific gravity, and water transparency. Additionally, surveys will be conducted- for fecal coliform and nutrients.

Citizen volunteers are becoming increasingly involved in monitoring water quality all over the nation. Other estuarine programs include the Chesapeake Bay Citizen Monitoring Program, Rhode Island Salt Pond Watchers, Albemarle-Pamlico Citizen Monitoring Program, and Falmouth-Pond Watchers, which all use volunteers to collect physical and chemical measurements. With budget cuts and lack of staff in many government agencies, citizen monitoring programs are becoming a much needed and valuable resource in obtaining the volume of data necessary to study national estuaries and other water resources.

The Coalition feels that this program will not only help educate citizens on water quality issues, but that it will foster citizen involvement in local environmental problems and promote a sense of stewardship. So far the response to the program has been very good, but many more volunteers are needed to cover the entire Buzzards Bay Region. Ms. Gunn notes " We have volunteers representing diverse backgrounds and interests, from high school environmental groups, beach and civic associations, boaters, fishermen, to retired scientists. If you wish to be part of this rewarding new project, call me at 759-1440. Help save our Bay."

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Tax Guides for Commercial Fishermen Available

The Sea Grant Program at the Woods Hole Oceanographic Institution has announced the availability of tax guides for commercial fishermen for use in preparing 1991 tax returns. The tax guide, produced by the Internal Revenue Service (Publication No. 595), explains how the federal tax laws apply to the fishing industry. The tax guide is written for individuals who are the sole proprietor and who report profit or loss from fishing on Schedule C (Form 1040); this publication does not cover the corporate or partnership form of business operation.

The tax guide for commercial fishermen also contains important changes for 1991 tax return preparation, such as business use of your home, standard mileage rate, tax rates and maximum earnings for self-employment, tax rates and wage maximums for social security and Medicare taxes, federal unemployment (FUTA) tax rate, Capital Construction Fund (CCF), general business credit, disabled access credit, medical insurance for self-employed persons, like-kind exchanges, new maximum tax rate on capital gains, and the replacement of Form W-2P, which is no longer used, for Form 1099-R.

For more information about how to get a free copy of the tax guide for commercial fishermen, contact the Woods Hole Oceanographic Institution Sea Grant Program at (508) 548-1400, ext. 2398.

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Answers to game on page 27:

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Co-Op Barge Submerges Fuel Oil Spilled Into Harbor

High winds and a rising tide may have been the cause of why a fuel barge sank in New Bedford harbor early Sunday morning. A barge loaded with diesel fuel docked at the New Bedford Seafood Co-Operative sank and spilled an estimated 7,000 gallons of fuel into the harbor before it was contained.

Co-Op officials and emergency response teams quickly contained the area, raised the partially submerged barge by a crane and cleaned up the area using containment booms and absorbent pads.

A rising tide from a moon low apparently caught the barge under the dock pilings, snapped a cable holding the barge to the tug and submerged the vessel under water.

It was not known when the barge may have sank although the tide did peak close to 6am. Police departments on both sides of the river received many calls from residents complaining of a strong odor or fuel.

A fuel slick covered the harbor from the Gas Company to the Fairhaven shore. It quickly evaporated as the work continued to clean up the spill near the barge.

Just before 10:30am diver Ed Mathieu successfully closed all the openings where the fuel was leaking underwater. That was followed by a crane which lifted the 62 foot barge to the surface where it was to be further offloaded.

The Co-Op is one of two shoreside facilities which has a comprehensive oil containment plan and equipment to deal with such emergency spills. The mishap will be investigated further by the Coast Guard.

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"É Tempo De Falar"

By José Vinagre

Como temos vindo a escrever, a Fundação Juridica de Con servação, tem vindo a pressionar as entidades responsaveis pela conservação das pescas, como o departamento do comercio e os conselhos regionais das pescas para porem em practica um plano que salva-garde o futuro de muitas especies de peixe, muito particularmente os chamados peixes de fundo. Não obstante essa pressão, essas entidades pouco ou nada têm feito no sentido de protegerem as pescas já referidas. Para que os seus planos fossem tomados mais a serio, a fundação processou em tribunal as entidades responsaveis, e o tribunal aceitou o caso ao ponto de ordenar o Conselho Regional e o departamento do comercio a prepararem o plano de salvação o qual terá que estar pronto até ao dia 1 de Março.

O conselho tem tido varias reuniões para prepararem o plano que irão trazer a publico para collectarem opiniões antes do plano final ser posto em practica.

Um calendario de reuniões publicas, está presentemente a ser preparado para que haja uma directa participação por parte de todos aqueles interessados no futuro das pescas.

O plano, seja ele qual for, irá afectar aqueles que participarem e aqueles que não participarem.

Um dos pontos que têm preocupado muitos pescadores é se a malha das redes aqui usadas, irá aumentar drasticamente.

As possibilidades são imensas, e num sistema democratico a maioria que participa é que é escutada.

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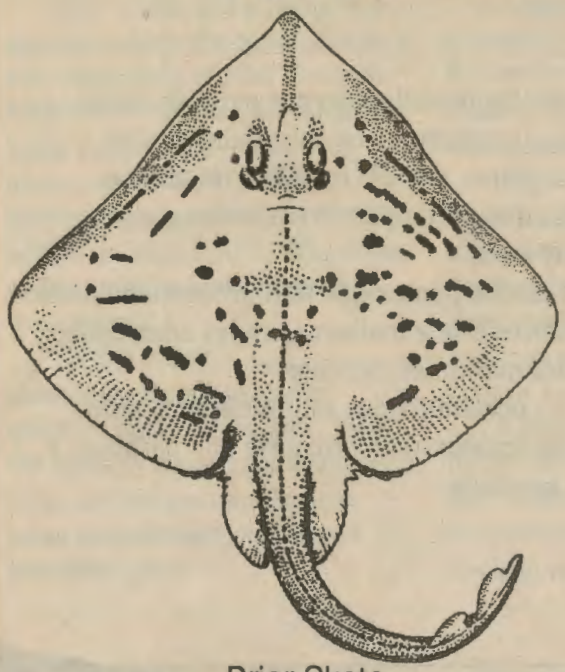

Brier Skate
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Thorny Skate
(Raja radiata)

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Fish Island Seafoods, a local processor,
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Possible contracts available for up to 400,000 pounds.
Ex-vessel price $.18 per pound for whole fish.

If you catch one of these species, save it iced-whole and bring it to Fish Island Seafoods at 48 Antonio Costa Blvd or at Bergies Seafood in the South Terminal for a $100 reward.

Rewards will be given to the first five samples that are landed and received by February 28, 1992

Anyone interested in learning more, contact Mike King at Fish Island Seafoods at 997-8887.

For Details read page 10 of this issue of the Barnacle.